

## Crashes by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle crashes were 3.2 times as likely to result in a fatality as multiple-vehicle crashes were in 2007. Table 6 shows the number of crashes and injuries involving both single and multiple vehicles by the severity of the crash and injury. Multiple-vehicle crashes include crashes between more than one motorized vehicle and crashes between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

<b>Table 6</b> <b>Crashes and Injuries by Number of Vehicles Involved: 2007</b>				
<b>Type of Crash</b>	<b>Single Vehicle</b>		<b>Multiple Vehicles</b>	
	<b>Crashes</b>	<b>Injuries</b>	<b>Crashes</b>	<b>Injuries</b>
Fatal	132	155	86	97
Serious Injury	595	755	804	1,051
Visible Injury	1,107	1,465	1,776	2,584
Possible Injury	1,272	1,887	3,680	5,852
Property Damage	5,418		11,582	
<b>Total</b>	<b>8,524</b>	<b>4,262</b>	<b>17,928</b>	<b>9,584</b>

In 2007, single-vehicle crashes represented only 32% of all crashes, yet accounted for 61% of all fatal crashes. Of the 132 fatal single-vehicle crashes, 115 (87%) occurred on rural roadways.

Of the 86 multiple-vehicle fatal crashes, 18 involved a pedestrian, 2 involved a bicyclist, and 2 involved trains. Only 29% of all fatal crashes involved two or more motor vehicles. Of the 86 fatal multiple-vehicle crashes, 56 (or 65%) occurred on rural roadways.

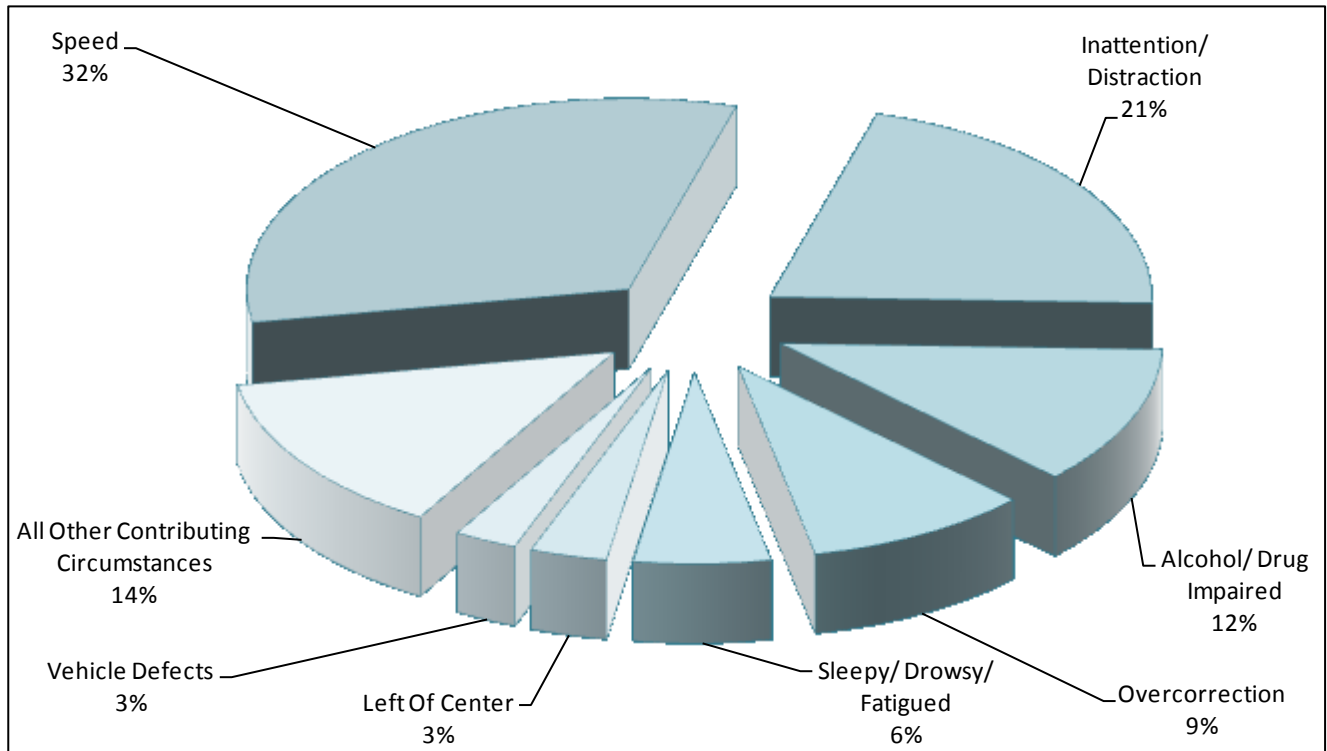
Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle crashes. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle crashes, contributing to nearly 1 out of every 3 crashes. Speed also contributed to 7% of all multiple-vehicle crashes.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the second most prevalent for single-vehicle crashes. Inattention/distraction contributed to 1 out of every 4 crashes involving two or more vehicles and 1 out of every 5 crashes involving a single vehicle. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to more than 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 11% of single vehicle crashes and 4% of multiple vehicle crashes.

**Figure 3**  
**Single-Vehicle Crashes – Contributing Circumstances: 2007**



**Figure 4**  
**Multiple-Vehicle Crashes – Contributing Circumstances: 2007**

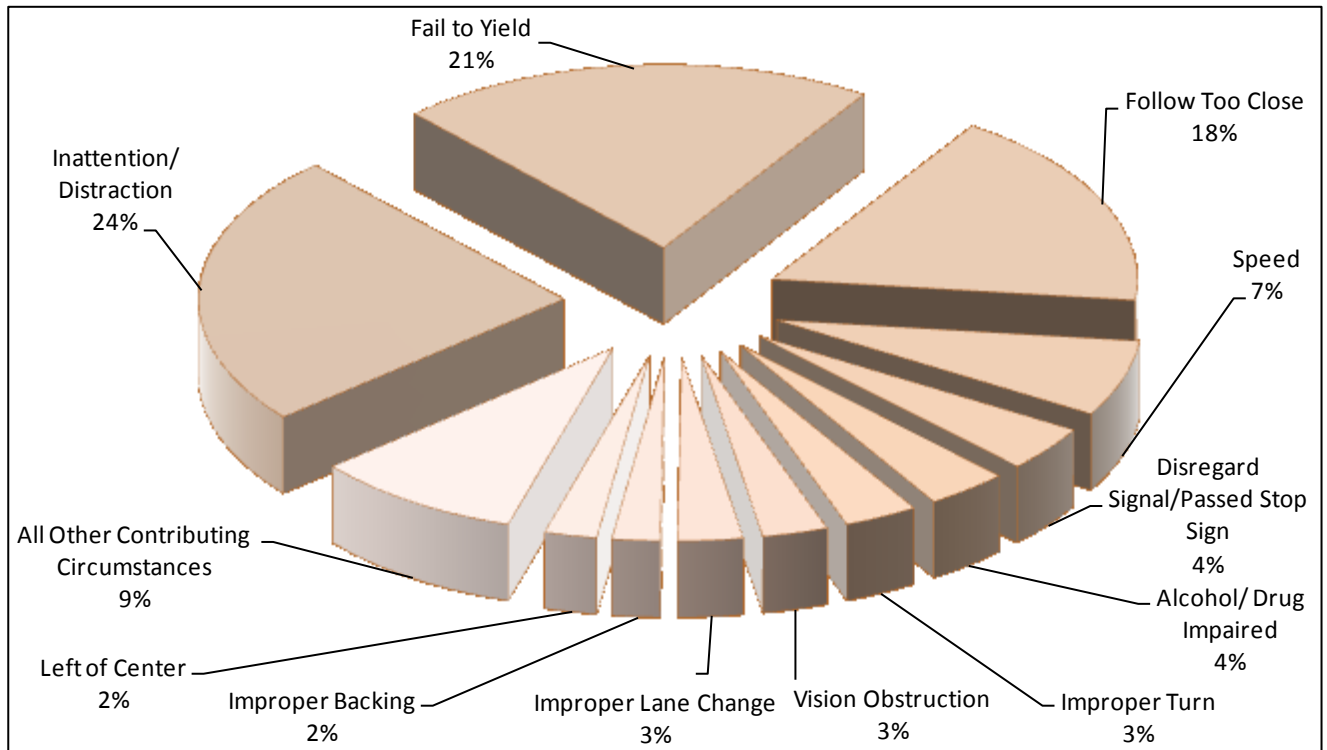


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

<p><b>Table 7</b>  <b>Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2007</b></p>	
<b>Single-Vehicle Crashes</b>	<b>Multiple-Vehicle Crashes*</b>
Overturn (66.7%)	Pedestrian (19.5%)
Utility Pole/ Light Support (5.3%)	Angle (15.1%)
Immersion (4.5%)	Head On (12.4%)
Fire (4.5%)	Rear End (10.8%)
Tree (3.8%)	Side Swiped Opposite (10.8%)
Bridge Pier/Parapet End (2.3%)	Angle - Turning (7.6%)
Embankment (1.5%)	Head On - Turning (6.5%)
Fell / Pushed / Jumped (1.5%)	Overturn (3.8%)
Guardrail End (1.5%)	Parked Vehicle (3.2%)
Other Object - Fixed (1.5%)	Same Direction - Turning (3.2%)
Other Object - Not Fixed (1.5%)	Bicyclist (2.2%)
Building Wall (0.8%)	Train (2.2%)
Ditch (0.8%)	Rear-end Turning (1.1%)
Domestic Animal (0.8%)	Fire (0.5%)
Fence (0.8%)	Other (0.5%)
Guardrail Face (0.8%)	Side Swiped - Same Direction (0.5%)
Median Barrier (0.8%)	
Other Non-Collision (0.8%)	
<p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single crash may not have the same most harmful event. In 2007, there were 185 units involved in the 86 fatal multiple vehicle crashes.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 65% of the single vehicle fatalities and 40% of all fatalities in 2007.

Of the 100 people killed in single-vehicle rollovers, 24 (or 24%) were wearing seat belts or in a child safety seat. Of the 76 people who were killed in single-vehicle rollovers and not wearing a seat belt, 68 (or 89%) were totally or partially ejected from their vehicle. There were two occupants with unknown seat belt use.